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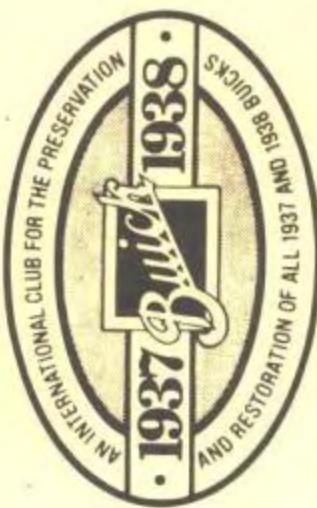
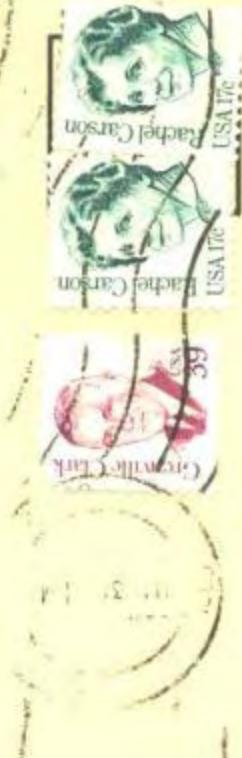
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# THE TORQUE-TUBE



842 Mission Hills Lane,  
Worthington, Ohio 43085  
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FIRST CLASS MAIL



Volume III, Issue 8



# THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume III

June 1985

Issue 8

William E. Olson, Editor.

842 Mission Hills Lane, Worthington, Ohio 43085

## IMPORTANT NEWS FOR ALL MEMBERS

As of May 10, I had received 108 questionnaires, which is more than a one-third response. While I was hoping for more, by normal poll-taking standards, this is quite good. And if one excludes the Canadian and overseas members, who cannot receive bulk mail in any case and therefore have a lesser stake in any changes, the response is more than 40%.

While it may be a bit discouraging that two-thirds of the members did not bother to make their views known, I believe I have a sufficient basis for making decisions, and have made several. If anybody who did not return a questionnaire doesn't like these decisions, that is, as the man said, tough.

First, we will get the relatively easy decisions out of the way.

Membership Cards. Only 19% said "yes," 20% said "no," and 57% didn't care. In view of this, I see no reason to go to the trouble and expense of printing them. So, no cards. (Where, as above, percentages do not add up to 100, that is due to rounding or to failure of some people to answer all the questions.)

Discounts for the Retired. Favored by 22%; 79% either opposed or did not care. Some of the opposition was, shall we say, positive in tone, the burden of this being that many people who are "retired" are far better off financially than many who aren't. This is true, and in this Club we are dealing with people who perforce must be somewhere above the poverty level, at least. Ten percent would qualify for such a discount, but of that number half were opposed to it, feeling they should pay the same as everyone else. All of this, plus the added administrative complexity, leads me to conclude there will be no discount for anyone merely because he is "retired" or over a certain age.

Frequency of Publication. While most people said a 40-page bimonthly would be OK, the overwhelming sentiment favors continuing the nine issues per year. It shall be done.

(CONTINUED)



Founded by Dave Lewis



Format. Sixty-nine percent approved the new format and are willing to pay a few dollars more for it; 19% said "maybe," and 10% said "no." Many were lavish in their praises. A few people said they only read the parts ads anyway and don't care what it looks like or what I print it on. Takes all kinds, doesn't it? Let them read Hemmings. Since those who favor it plus those who are at least neutral make up a substantial majority, the new format will be continued permanently and the 1985-6 dues will be adjusted to reflect the modest additional cost (see below). Issues will thus usually be either 28 or 32 pages.

Mailing. This is the tough problem. As might be expected, 75% of the First Class members oppose the elimination of first class mailing, although none would quit if it were eliminated. (It must be continued for all members outside the U.S. in any case.) There were 68 responses from Bulk Rate members, or about 33%, whereas the First Class response was about 39%. This is perhaps unfortunate, because it is the Bulk Rate members whose views I wanted most, but in statistical theory, 33% is a very good sample. Of these, 23% objected to paying more for first class delivery, but only 4% said they would quit. The information that I wanted most of all was what number were already planning to switch to first class. Here, 20% said they plan to switch. This has great significance. Assuming 20% of all Bulk Rate members switch, there will remain 164 Bulk Rate members. As I have said several times before, 200 is the minimum number of copies that may be sent at one time via bulk mail; this is not my rule, it is the U.S. Postal Service's rule, and I cannot change it. Therefore, the only way to cope with this situation would be to either (1) mail the bulk rate issues two at a time and half as often; or (2) print 36 extra copies and mail them somewhere, which seems to me plainly foolish. (And I would really have to print 50 more, since printers only work in multiples of 50.) And, if the extra cost of doing that were added to the dues of those 164 members, the increase would be at least 60% of the extra cost of first class postage. No one wants the frequency of mailing cut in half. Both alternatives thus make no sense.

I discussed the response with one of my colleagues who knows statistical theory, and he assures me that, based on the sample I have, there is a high degree of probability that the above-mentioned percentages would apply to the entire class. In other words, I may assume with confidence that, of the entire 205 Bulk Rate members, 77% do not object to paying more for first class, 96% will remain if that change is made, and 20% were planning to change in any case.

Based upon these statistics, and the Postal Service rule, I have decided that effective September 1, 1985, the end of the current membership year, bulk rate mailing will be terminated.

It remains only to determine the 1985-6 (Vol. IV) dues. You may recall that in Issue 6 I projected that under the old format first class could probably remain at \$26, and that the new format would add between \$1.80 and \$2.50 per year. Another look at the numbers shows me this was about right. However, it leaves little or nothing for contingencies, special projects, or unexpected increases in printing or paper prices. Therefore, I am going to stay on the high side of this analysis.

 1985-6 DUES FOR ALL U.S. & CANADA MEMBERS WILL BE \$28.50. 

I was a little off on overseas mail rates: a 32-page issue will cost \$3.32 not \$2.54 to mail, but I have decided to round overseas dues off at \$50. (Overseas airmail went up 4¢ per  $\frac{1}{2}$  ounce this year.)

Since some people forget to renew, since it may help the Club's cash flow, and since it is a means of offering a cost saving or discount of a sort, I have decided to try multi-year memberships. Accordingly, you will have the choice of one, two or three-year renewals. In addition, anybody who wants to can become a Life Member by making a contribution to the Club (not, I regret to say, tax-deductible) of \$500. How many of these do you think I'll get? For the multi-year memberships I have applied roughly the same discount as the Buick Club of America in its new dues structure.

To summarize all of this:

EFFECTIVE SEPTEMBER 1, 1985-

- All memberships must ~~be~~ <sup>have been</sup> renewed.
- All memberships will be First Class Mail.
- Annual dues will be:

U.S.: One Year (9/1/85-8/31/86)	- \$28.50
Two Years (9/1/85-8/31/87)	- \$52.50
Three Years (9/1/85-8/31/88)	- \$80.00

Canada: Same Price (U.S. Funds Only)

Overseas: One Year	\$50.00
Two Years	\$90.00
Three Years	\$135.00

(U.S. Funds Only)

To the present bulk rate members especially, this may seem quite an increase, I know. However, you should bear in mind that: (1) even with the old format, bulk rate dues would have had to be increased to \$22; and (2) the Club has now existed for five years, and by August will have published 28 issues of the newsletter, with no increase in the original dues. By way of comparison, the following table shows changes in several Bureau of Labor Statistics indices during the period October 1980-October 1984.

Industrial Commodities	+15%
Consumer Prices	+24%
Hand Tools	+27%
Machine Shop Products	+28%
Motor Vehicle Parts	+37%

Compared to this, I think we're doing pretty well. And BCA just increased its dues by 20%.

I ask you also to bear in mind that I have not done any of this arbitrarily. I have, rather, tried to reflect a reasonable balance of the views and desires of the members.

Last, I promise I will not have any "editorials" or "administrative dronings" anywhere near this long next time!

Thanks again for your cooperation, your encouragement, and your understanding.



✓ Bill

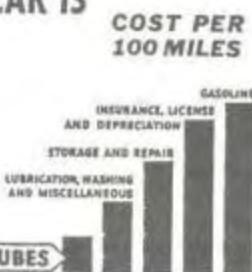
May 1937

# ONE LUXURY EVERY CAR OWNER CAN AFFORD!

**THE CHEAPEST THING ON YOUR CAR IS  
THE BEST TIRES YOU CAN BUY!**

Charted here are average maintenance costs obtained from fleet owners operating hundreds of cars on Goodyear Tires. Note that full set of Goodyears costs only about one-fifth as much as gas—from one-quarter to one-half as much as other routine expenses. Ratios may vary somewhat in your case depending upon roads, climate and how fast you drive, but these nation-wide records prove Goodyears cost least under any conditions.

TIRES AND TUBES



The fight that never ends... ceaseless road-testing is the proving ground of Goodyear quality.

## EXPERIENCE SAYS—"THE BEST TIRE"

Driving is the only test of tire quality and value — and out of long experience in driving all makes of tires the public has voted Goodyear Tires best by buying more Goodyears than any other kind for 22 consecutive years!

THINGS have changed a lot since the days when tires were the No. 1 expense in running a car.

Now every man can afford the luxury of good tires because today *the cheapest thing on your car is the best tires you can buy*—and that means Goodyear Tires!

You don't have to take our word for that. Great fleet operators who track down every expense to the last decimal will tell you their gasoline expense alone averages FIVE times as much per 100 miles as the cost of a full set of Goodyear Tires and tubes. Other routine expenses two to four times as much!

The reason is that Goodyear Tires today give you the biggest value and mileage for the money in tire history.

### A Goodyear in every price class

Goodyears not only cost you less to run, but they are made in several different price classes—*every one built to protect our good name!* The difference in price between various Goodyear Tires of the same size is simply a

question of how much long, safe mileage you need to buy. Any Goodyear you select is the top-quality tire at its price, for all Goodyears give you the extra safety and protection of road-holding center traction—quick-stopping, skid-resisting All-Weather type grip—and patented Supertwist Cord blowout-protection in every ply!

Remember when you buy tires, get the best and you'll spend the least—get Goodyears, *the cheapest thing on your car!*

EVERY ONE BUILT TO THE GOODYEAR STANDARD  
THE HIGHEST STANDARD OF QUALITY AND VALUE IN THE WORLD

**GOOD YEAR**



THE GREATEST NAME IN TIRES

# GOOD YEAR

MORE PEOPLE RIDE ON GOOD YEAR TIRES THAN ON ANY OTHER KIND

# behind the headlines, the FACES

In a sort of celebration of the fifth anniversary of this Club, because I am running dangerously low on printable matter, and because Dave Lewis bet me that he is both smarter and better-looking than I, we decided to show you the faces behind this publication. So, in the following pages, THE TORQUE TUBE proudly presents formal -- and in Dave's case, not so formal -- portraits of your Editor; our Esteemed Founder and Guru, Mr. Lewis; and from San Francisco, our Artist and Official Ambassador from the Land of Fruits and Nuts to the Land of Corn and Soybeans, Dug Waggoner. Rounding out this presentation -- since after all this is supposed to be a car club -- are a few pix of our respective Buicks, and other goodies.

Being naturally given to making mischief, and by profession to the making of smokescreens and general obscurantism, I considered running the portraits without labels, allowing you all thus to guess who was who. I have abandoned this idea out of fear that both Lewis and Waggoner would accuse me of Frauds and Deceptions.

Although in a recent letter Lewis admitted grudgingly that I am becoming "semi-intelligent," I hereby concede that he has won the bet on both counts. First, he is clearly better-looking. Second, consider the following: I get up at dawn or before, drive 50 miles to work, wrestle all day with insoluble problems and never-ending wars with the Government and other Forces of Evil, drive 50 miles home, attempting through stealth, wit and electronic counter-measures to avoid the Ohio Highway Patrol, and then try to figure out what to put in this publication. Per contra, Lewis gets up when he feels like it, gets to work in one minute, plays around with old cars all day and gets paid for it, goes home for lunch, quits when he feels like it, etc. etc. Who's smarter?

I can say little about Waggoner, except that "Dug" is a nom de plume, or maybe a nom de guerre, and I have no idea what his real name is. Out there by the Golden Gate, Dug works on Advertising and Graphic Design, high on the mountain of Creative Genius, shrouded in the mists of Art. Periodically, he descends to eat and work on his cars. Dug, as most of you know, is responsible for our Club Decal, our TORQUE TUBE logos, and the various little "Buicks" and things that I sprinkle through these pages. He is not, however, I hasten to add, responsible for the layouts and lettering in these pages. I do that. So, if the letters ain't straight, well, what do you expect from a lawyer?





## DAVE LEWIS



Reprinted below is a story Dave wrote for Issue 9 of Volume I in November 1982. It is exactly as he wrote it then. Amazingly (to me, anyway), in less than three years Dave has sold his tire business, built a restoration shop that many long-established professionals would envy, and evolved from an "amateur" wondering whether he should ever try to restore another car to a respected professional with all the business he can handle. And he is happy as a pig in you-know-what! If that isn't success, folks, I don't know what is. Who cares if he can't spell? My hat's off to Dave Lewis, he's one hell of a talented guy!

\* \* \* \* \* ~ Bill

Since I have been unable to get any of the members to send a 5X7 photo and a story about their car for our cover I guess I'll put my own on this month. I would much prefer to see the members cars rather than my own as I have been looking at mine for the last twenty five years. My father found this car abandoned on the street 25 years ago. He then proceeded to have the cars paint stripped off and a new set of seat covers installed with the intention of driving it to work for some fun. When the body shop completed the enamel job the car looked so good that everytime he would park the car kids would think it was a Hot Rod and Try to raise the hood to check out the engine. Well it took about one week to get the tops of the fenders scratched up from the inexperienced kids playing with the hood. Dad was so upset that he decided to put the car away in storage for one of us kids to deal with the car another time.

That began a 25 year period of moving the thing from one warehouse to another until the entire family was tired of pushing it. My father would never sell the car to me or my brothers in fear we would make a street rod out of it. He always said someday when I'm gone you will all own it and then you can do what you want. Well he passed away about three years ago and now it was up to my mother to do something with the old Buick. The only fair thing was to offer it to all of us and the top bidder takes all.

Fortunately or unfortunately [I haven't decided which yet] my three brothers had no interest at all. I didn't really have a big interest myself, but a bunch of guys were wanting her bad to make a street rod out of it and I did not want that to happen out of memory of Dad. My first intention was to put the motor back together which my little brother had removed three years earlier to overhaul and had lost a bunch of the parts for. The car was in pretty bad shape after being shoved all over town for 25 years and needed everything redone just to get it running. One thing led to another and before long I was staring at a bare frame sitting on my garage floor crying for help. This was also my first attempt at a complete restoration and I must admit was kind of scarey to look at the car after it was totally apart, not knowing if I was capable of putting it back together let alone find the parts. By this time I was Hooked on Buicks. I think I bought every book that was made to help in the restoration. The next year was spent reading and cleaning in every spare moment. It was during this time of frustration that I decided that it would sure help if all of the 37/38 owners could get together and share their experiences and help each other find those hard to get parts. THUS...The 37/38 Buick Club was born. I finished my 37 this spring at 3:00 A.M. the night before leaving for the Buick Nationals in Pa. which was a mistake. The car was about 99% complete with no road testing and the most critical fine tuning done. When we arrived in PA two days later I found that the new Clutch had gone sour, The dash gauges paint all buckled in the sun, The trunk ornament paint rubbed thru and we lost all the bolts to put it on. I also found out you can't clean and wax a car at 10:00 P.M., the night before a show in the light from another cars headlights. I was so frustrated I could have shoved the car off a cliff as it seemed everything I touched went sour. In pure frustration I parked the car and went to our Swap Booth. After cooling off a bit we had a super time. I met several of our Club members and before long I had forgotten all of my car problems. Let that be a lesson to us all..check you car out 100% before going anywhere, especially 800 miles.

After returning to Illinois I started preparing for the next show. To my surprise I spent 37 hours detailing the car for it's first show. I could not believe all of the small things that had been overlooked in our haste to reach the Nationals.

Well I'm proud to say I must have done something right as I have won a First Place award at the last five shows I have entered of which I won my Senior Award at Hershey earlier in October. I put my Baby to sleep over the week end and I hope the winter storage doesn't affect my luck next year. I'm tempted to start another restoration, but I think I need a rest as that was one hell of a project for an amateur. Maybe next year



Dave Lewis #237

With car in bed,  
Dave takes it easy.

1957 Buick 1958



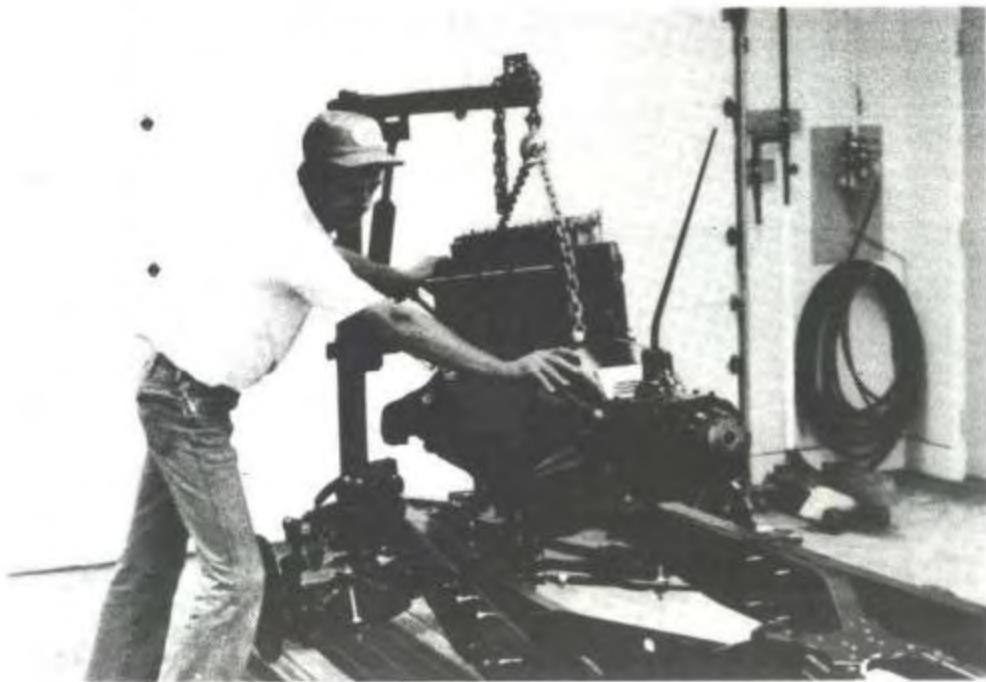
## Two Beauties



Sherry Lewis and prize-winning '37 model 41



## Genius at Work



Dave at work on Robert Hord's '37 model 81



Dave's '37 at the annual Illinois Secretary of State show.

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**NOTICE**

ALL MEMBERSHIPS EXPIRE AUGUST 31

**NOTICE**

Last year, I assumed all members would renew, and sent out two issues of Volume III to every Volume II member. This was a mistake, because as you may recall, many of these people never renewed, and thus received something they did not pay for at the expense of everyone else. I will not repeat that mistake.

There will be one more Volume III issue after this one. I plan to mail the first issue of Volume IV around September 1. However,

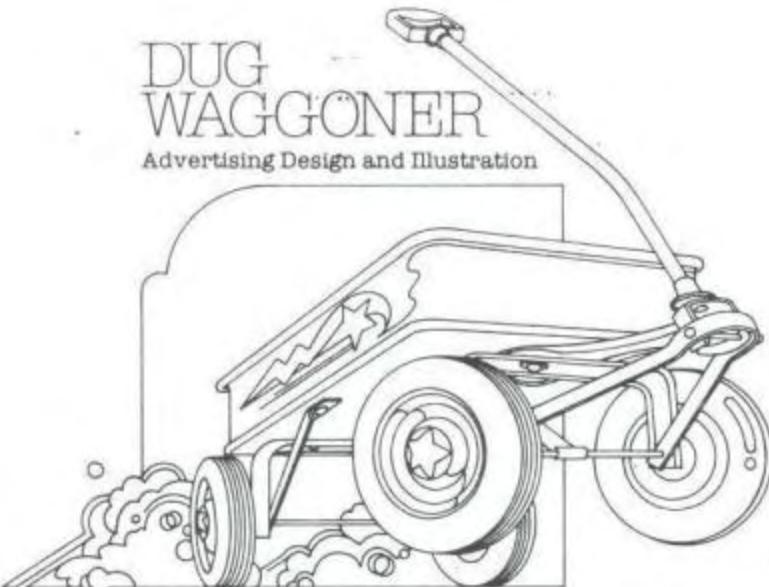
**NO VOLUME IV ISSUES WILL BE PRINTED UNTIL AT LEAST 250 MEMBERS HAVE PAID THEIR DUES FOR 1985-6.**

If that takes until Christmas, then there will be no TORQUE TUBE in anyone's mailbox until Christmas.

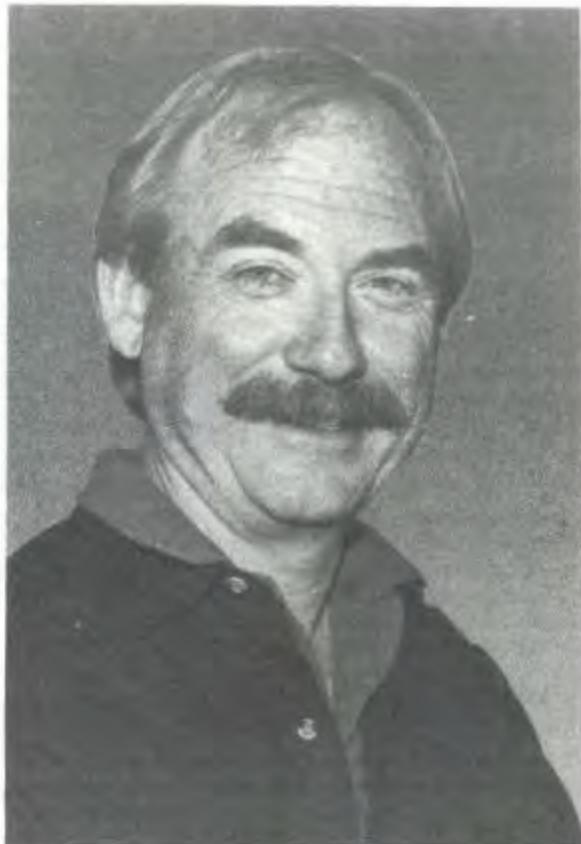
A renewal Application Form is included in this issue. I urge each of you to renew now, while it's on your mind.

# DUG WAGGONER

Advertising Design and Illustration



251 Kearny Street, Room 308, San Francisco, California 94108



## • Art Director •

I said before that I can say little about Dug Waggoner. In truth, I can say quite a lot in a few words: he's a great artist, a great guy, and a real asset to this Club. Without him, we'd be just another amateur publication; with him, we've got CLASS! Here's his story.

### "WORK IN PROGRESS"

Here's a case in point where a fairly decent older restoration finally found someone who was willing to redo it 'the right way.'

These photos show the reserve of what you usually see on these pages. The before shot was taken at the California Palace of Fine Arts on the San Francisco waterfront, a fitting venue for such a fine automobile. Looks great at this distance doesn't it? (Check Vol. 1, Issue 8 for another photo.)

The second shot is in my garage as the restoration begins.

Sadly, in attempting to continually replace or patch things when they needed attention, I finally came to the breaking point. That's probably the most depressing thing about the human body. When we get old it's patch, patch, patch with no hope to get a total restoration. (I know a few wives who would gladly trade in a 50-year-old for two 25-year-olds.) [Not mine, I hope! -Ed.]

I found after a year of maintenance telltale signs on the frame, firewall, steering column, and especially the rear bell housing mount on the driver's side (which was almost smashed flat) that showed the car had been smacked hard on that side, and whoever repaired the damage wasn't one of Bill Harrah's alumni.

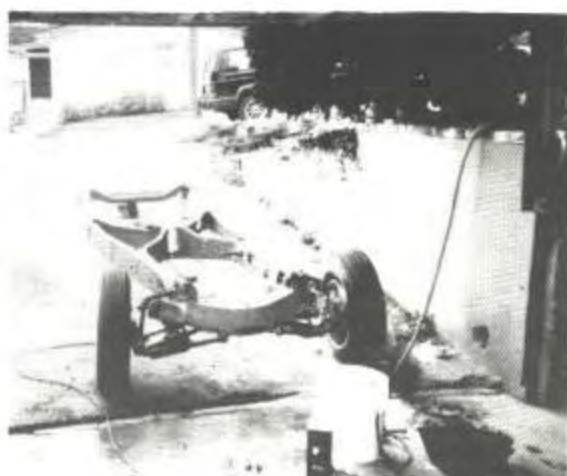


So where to find a new frame? Well as luck (or misfortune, depending on what side of the anecdote you're on) would have it, a friend in our CHVA car club had a '38 41 Sedan with 60 thousand miles on it sitting in his garage under a family room. Evidently some house wiring shorted out and that whole wing became an inferno. The car's door handles melted and no upholstery, wiring, glass, paint or tires escaped the heat. All that was salvageable was the running gear, engine and frame. That's when the word went out that it was being parted out, and I happened to get what I needed.

Old Buicks never die, they just become other Buicks.

Well, my wife Sonja and I can't see the light at the end of the tunnel yet but with the help of this club and good friends like Dave Lewis, Lee Greer and Bob Trueax, 'Elizabeth' will someday (soon) be a participating part of our family again. Will send you updates as we continue this 'work in progress.'

DUG & SONJA WAGGONER #10"



# YOUR EDITOR



## BILL OLSON



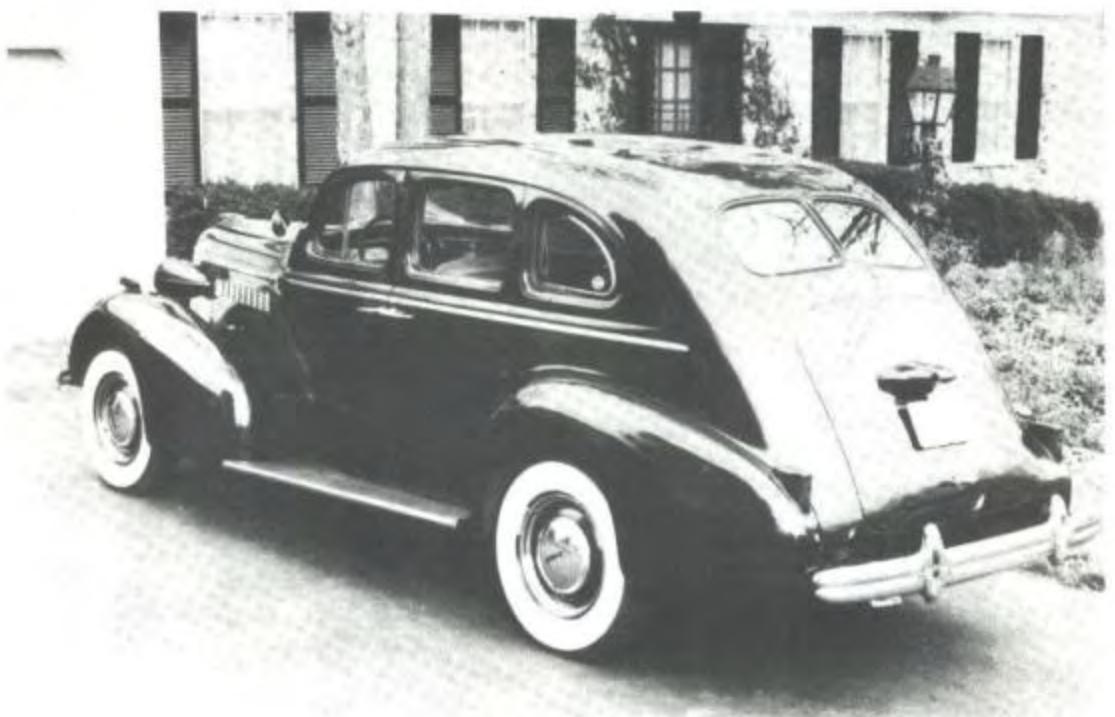
Migawd, don't I look learned in this? I got on a plane a few months ago, and my seat-mate was sure I was a Professor at Ohio State; when I told him the truth, he lost interest. Too bad for him. ("Learned" and "smart" are not necessarily the same.)

I saved writing this part for last, and now I have writer's cramp and brainblock, so my life story will have to wait for the boyhood reminiscences and meat loaf recipes (remember that?). When I moved to Ohio from East of the Alleghenies, I found that Independence Day (the Fourth of July, that is) is big stuff here, and in Worthington Hills it is very big stuff: parade, explosives, public drunkenness, etc., etc. I was forced to suffer great indignity playing Uncle Sam in one parade, opposite the former Ohio Attorney General dressed as the American Taxpayer, in a barrel. I hit him over the head with a huge mallet, repeatedly. This awful tableaux was witnessed by several senior officers of my employer, including the president and two vice-chairmen. I have not lived it down to this day. (I had to be Uncle Sam because I was the only guy the rented costume would fit: all other men of sufficient height were of more-than-sufficient girth.)

I thereupon decided: never again. How to get out of the parade? I saw an ad in the local paper for a 1937 Buick. Suddenly, all became clear! Not out of the parade, but in it with a perfect excuse and shield: "sorry, I have to drive my antique car." I always wanted one anyway, and a '37 Buick is a great automobile. So I bought the car, sold my collection of waterfowl decoys, found out about Dave Lewis, and here I am.



## Editor's 1937 model 47





# TECHNICAL TIPS

CONTACT CEMENT. I have heard some reports of failure of rubber running board cover applications with contact cement. While there may be debate on the relative merits of the rubber covers (such as sold by Lynn Steele) versus other forms of restoration, there is in my view no reason why contact cement should fail, if the right product is correctly applied. I have used contact cement successfully (and unsuccessfully) for many years on various kinds of projects and materials. The following is based on my experience. First: there are two forms of the cement, solvent-based and water-based. The water-based form is sold as a "non-toxic" product; the solvent-based form has a "lacquer-type" base (propyl acetate; methyl ethyl ketone, etc.). Do not use the water-based form: it is too weak. Second: follow the directions and put enough on. Both surfaces to be joined must have a uniform glossy look with minimum or no voids. One coat, in my experience, is never enough; it usually takes three. Third: follow the directions as to timing; you must join the parts during the "window" between too little cure time and too much. Fourth: join carefully. Start with one straight edge and, using a helper if necessary to hold the cover away from the core, press into place gradually, moving up a few inches at a time. You can use wrapping paper between the parts, having your helper pull it gradually out of the way. Neither part will stick to the paper. (If paper sticks to cured cement, it hasn't cured long enough.) Fifth: after the cover and core are completely joined, apply pressure. You can use a rolling pin and a smaller roller, screw clamps or anything else you can think of, but try to apply as much pressure as possible. (In addition to rollers, I whacked my covers 758 times with a "dead-blow" mallet.) You will hear the cement sticking under the pressure. Ideally, pressure should continue until no more sticking sounds are heard. Sixth: if you do get blistering later (which indicates not enough cement was used), slit the blister carefully with a razor blade or super sharp knife through the rubber to the metal; then into each half of the blister squirt something like Weldwood Touch-'n-Glue (i.e. a strong cement with a base similar to contact cement), press down, remove any excess and clamp or weight heavily for several hours. Last but not least: make sure you have plenty of ventilation (or use a respirator) and no less than 65 degrees F.

DIE CAST OR "POT METAL" PARTS. Several people have asked for a recommendation of firms that do a good job on restoration and plating of "pot metal" door handles, trim, etc. By trying to grind out the pits, many platers simply ruin these parts. Dave Lewis has suggested two very good firms for this kind of work: Master Plating (2109 Newton Avenue, San Diego, CA 92113; 714/232-3092) and Custom Chrome Plating, Inc. (963 Mechanic St., P.O. Box 125, Grafton, OH 44044; 216/926-3116). Be prepared to pay: high quality work of this kind is not cheap. Members' experiences with pot metal restoration are solicited. Incidentally (or maybe not so incidentally), even the best plating on pot metal will probably not last forever. The pits are caused from within because the alloy is not permanently stable and inert, and is very gradually disintegrating, giving off gases in the process. Two hundred years hence there may be no 1930's pot metal left, no matter what we do to preserve it. Discouraging, ain't it?



# COOLING SYSTEMS Modernized

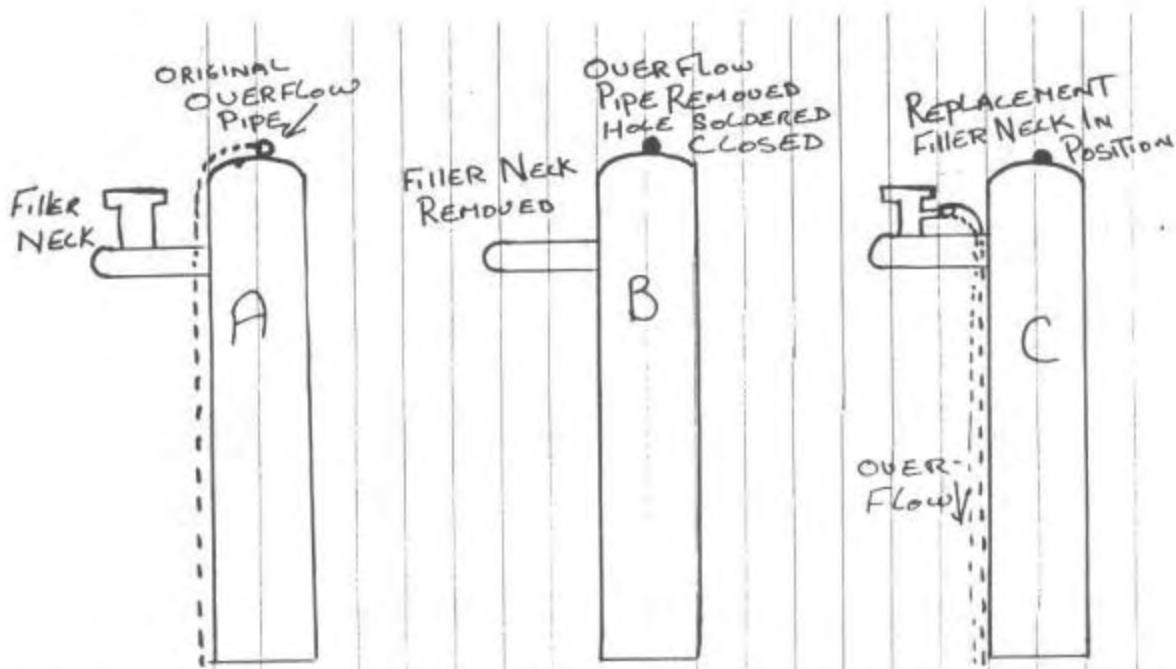


By Jimmy Haggland (#299)  
Maitland, South Africa

I have used a pressurized cooling system on my 1938 Buicks with excellent results. It is a conversion the average restorer-owner can do in one hour or less.

Enclosed are six diagrams.

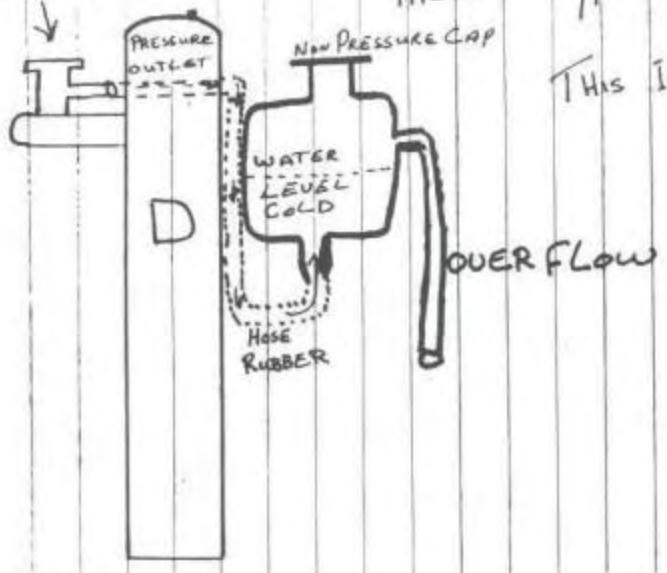
- A - The original radiator. It works well, but in peak-hour traffic leaves something to be desired, in hot climates, anyway.
- B - This shows the original filler neck removed, the overflow pipe removed and hole soldered closed in the radiator top tank. (The pipe need not be removed so long as the lower end is sealed properly.)
- C - This shows a new replacement filler neck soldered in position. Notice that a factory overflow outlet is attached to the filler: connect this to an overflow pipe and have a 1-lb. pressure cap fitted. This is the end of most problems.



- D - On my cars I have this system, which to my mind is the best. It is similar to "C" but far superior in that it is now "thermo-syphon." No pressure cap is used on the expansion tank, only on the radiator. As we should all know, this way your radiator should never run dry. Top up the expansion tank as necessary.

(CONTINUED)

IT 7lbs PRESSURE CAP  
TO RADIATOR

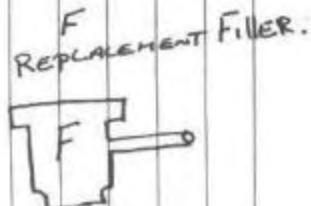
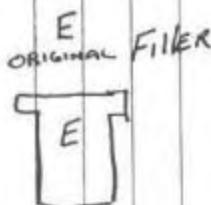


### THERMO-SYPHON

This Is THE System I USE

Jimmy  
# 299

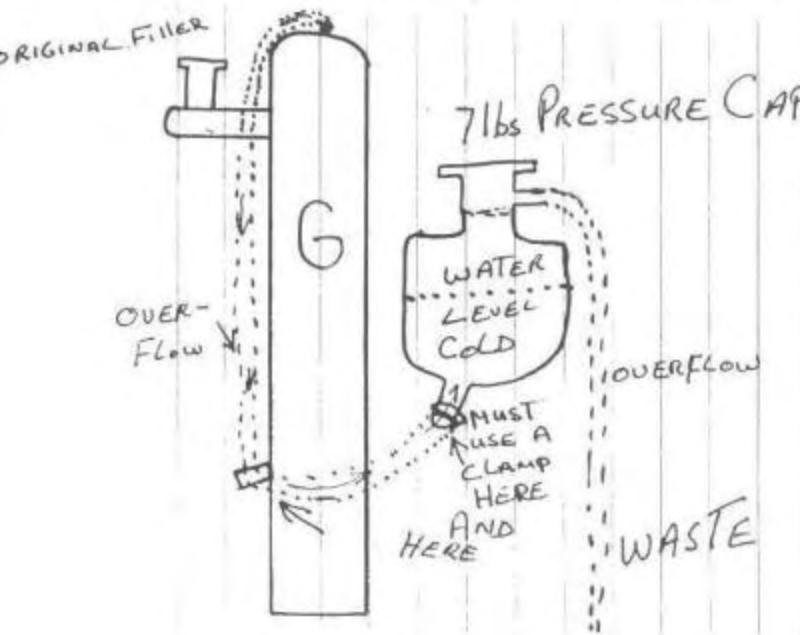
(1)



E - This shows the original radiator filler -- no factory overflow pipe.

F - This is the replacement filler to use; it is easily soldered in position. This can be done without removing the radiator if one has a set of gas bottles with a torch.

G - This system is very similar in principle to "D." If this system is used no alteration to the radiator filler neck is necessary. Just fit a decent seal under the radiator cap (this is a plain radiator cap). Attach an expansion tank out of sight (mine is behind the grille, attached to the headlamp bucket bolts). If you use a clear plastic tank, the level is visible and easy to check. On the expansion tank one must use a 7-lb. pressure cap. Attach the overflow hose from the radiator with a small clamp; do the same where it is connected to the expansion tank.



(2)

Jimmy  
# 299

MARCH  
1985

(CONTINUED)

A few words of caution. On all pressure caps, fit a gasket to ensure a perfect seal. If your radiator is suspect, it could develop a leak or two with a pressure system. The same applies to poor radiator hoses, not to mention the water pump and freeze-out plugs. [Another example of Olson's First Law-Ed.]

My '38 Chevrolet has System G; it works beautifully at all speeds and in traffic.

None of the above will cure a blocked radiator or sludge-filled block, but in my case these modifications are the answer to modern driving conditions, city or country.

Enjoy your updated Buick, with the best wishes of

Jimmy

## Thank you, Jimmy!

### B U I C K   M A S T E R   P A R T S   L I S T

#### GUIDE FOG LAMP

For Safe Night Driving in Any Kind of Weather—The Leader in... Appearance - Construction - Performance

The new and improved Guide Fog Lamp is designed to enable passenger and commercial vehicles to travel at night in fog, sleet or snow with maximum road visibility and safety. Its penetrating amber ray provides better illumination than the ordinary headlamp beam in fog or storm. Hazardous reflection from moisture particles is eliminated by correct distribution of the powerful beam of the Guide Fog Lamp, by means of the special optical lens, prefocused bulb and special bulb shield.



FOG LAMP  
No. 921672  
Price \$5.50

The silver-plated mirror reflector of the Guide Fog Lamp multiplies the bulb candlepower many thousand times and the lens distributes this powerful beam with the proper light pattern to prevent glare and insure maximum illumination for inclement weather driving.

The installation of two lamps is strongly recommended. In heavy fog, both fog lamps should be turned on and headlamps switched off for best possible results.

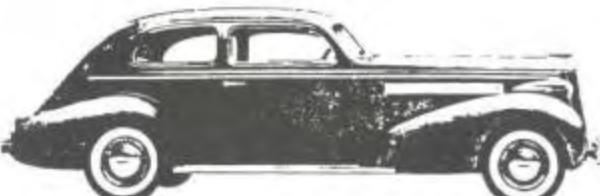
Heavy brass construction is used in the Guide Fog Lamp, with steel reinforcing plate, insuring dependable service and long life on trucks, buses and passenger cars. The body and door are chrome-plated and the mounting bracket is finished in black enamel.

The special mounting bracket has a 360 degree rotation feature, which permits turning in any direction, to avoid interference with fenders, bumper guards or radiator grilles. The lamp can be mounted above or below the bumper as desired.

Included in the fog lamp package is a heavy duty push-pull switch with a clamp-on bracket. The improved design of the switch eliminates the possibility of short-circuiting.

Guide Fog Lamp is furnished complete with bracket, switch, extra long weatherproof cable and detailed installation data.

Packed individually—weight 5½ pounds. Standard shipping carton contains six (6) lamp packages.



FIVE-PASSENGER TWO-DOOR SEDAN

Model No. 62, Phaeton



# Dealer Service Bulletins - WATER PUMPS

A new ball bearing water pump, (see Fig. 52), of the packless type, using a carbon block and rubber seal, was used during the latter part of 1938 production. The ball bearing of the new pump is sealed at each end to exclude dirt and water and is lubricated for life.

WATER PUMP, BALL BEARING PACKLESS  
- 1938 AND LATER MODELS

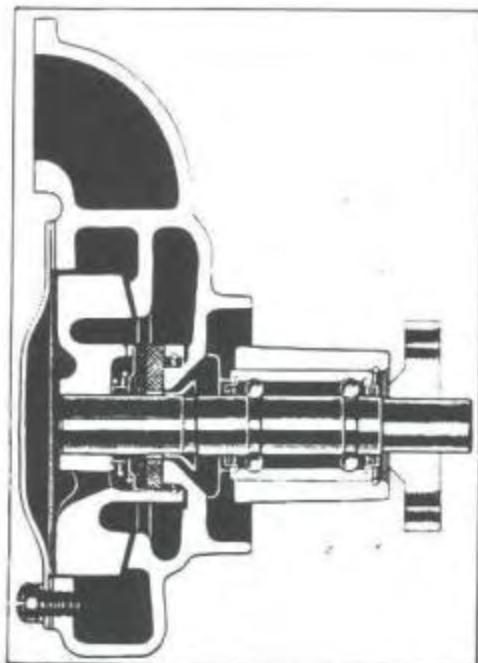


Figure 52

Group 1.069, Part No. 1307779, for all 1936-7 60-80-90 Series, also 1938 80 and 90 Series and 1938 60 Series up to Engine No. 3524449.

Service overhaul packages for the above water pumps are as follows:

<u>Group#</u>	<u>Part#</u>	<u>Series</u>	<u>Description</u>
1.003	1394577	40	Water Pump Overhaul Package
1.003	1394579	60-80-90	" " "
1.073	1394581	40	Water Pump Body and Cover
1.073	1394582	60-80-90	" " "

No complete water pump assemblies have been released for 1938 40 and 60 Series after the above engine numbers nor for any 1939 models. The following lists show parts necessary to make up a complete water pump assembly for these models:

#### 1938-40 after Engine #4-3535259 & All 1939-40

<u>Group#</u>	<u>Part#</u>	<u>Description</u>
1.003	1394578	Pump Overhaul Package
1.004	1307369	Water Pump Bearing Retainer
1.004	1307384	Water Pump Shaft Water Slinger
1.073	1394581	Water Pump Body & Cover

#### 1938-60 after Engine #3524449 & All 1939 60-80-90

1.003	1394580	Pump Overhaul Package
1.004	1307369	Water Pump Bearing Retainer
1.004	1307384	Water Pump Shaft Water Slinger
1.073	1394582	Water Pump Body & Cover

Service Pump Package

The Service pump package includes a special service fan hub, and a fan pilot ring. The fan hub has a double set of fan mounting bolt holes in order to accommodate fans for the various models. The fan pilot ring is furnished to pilot the fan pulley and blades when this pump is used for past models as explained on the information chart furnished with each pump package.

Service Parts

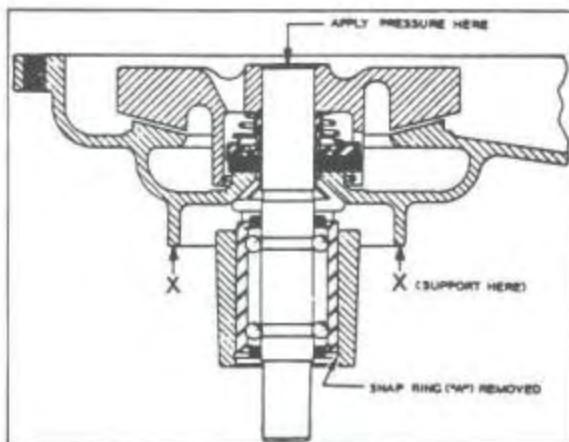
In order to provide the most satisfactory service repair on these pumps it has been decided to furnish only two major service package assemblies as follows:

Package #1, consists of the impeller and seal assembly, the ball bearing and shaft assembly, and the fan hub. This package provides for complete over-hauling of the pump.

Package #2, consists of the pump body with gasket, cover plate, and attaching screws for use when necessary to replace the pump body.

Disassembly of Pump

- (1) Remove the fan and fan pulley.
- (2) Remove the fan hub from the pump shaft using special Buick tool.
- (3) Remove the cover plate from the back of the pump body.
- (4) Remove the snap ring "A" as shown in Fig. 53, from the pump body.



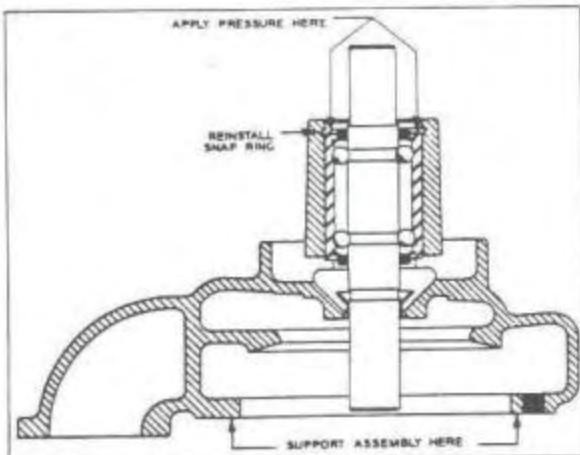
Removing Impeller - Shaft and Bearing

Figure 53

- Caution: Be sure and remove this snap ring before performing the next operation.
- (5) Support the pump body at points "X" as shown in Fig. 53, and press the shaft through the impeller. Continued pressure on the pump shaft will remove the shaft and bearing assembly from the pump body.

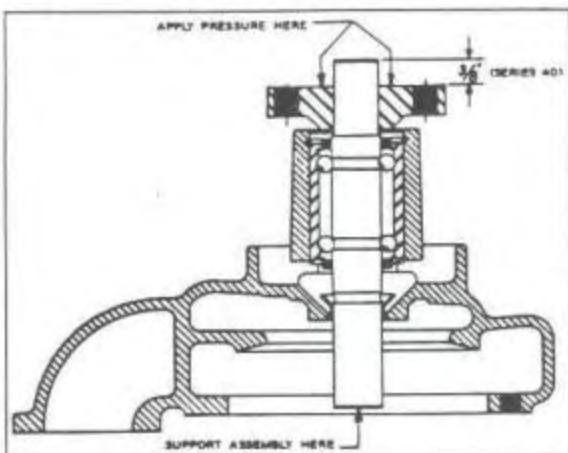
Assembly of Pump (Using Service Package #1)

Caution: It is not recommended to disassemble the seal from the impeller. The carbon disc is ground convex on one surface and must be assembled with this side toward the pump body. This is the major reason for servicing the seal and impeller as a complete assembly.



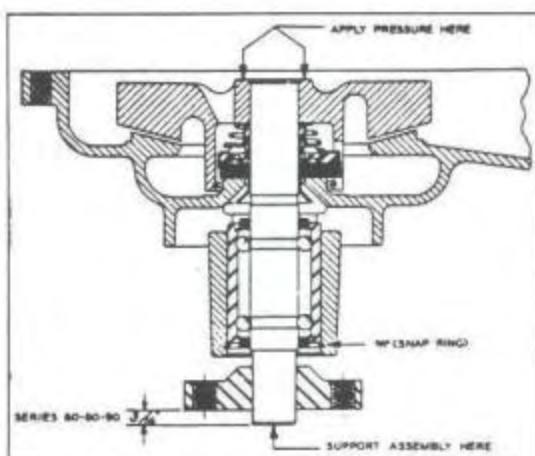
Installing Shaft and Bearing Assembly  
Figure 54

- (1) Inspect pump body and make certain that the surface against which the carbon seal bears is smooth and free from burrs. If it is not, a new pump body must be used.
- (2) Install the shaft and bearing assembly in the pump body using an arbor press. When performing this operation apply pressure to the outer race of the bearing, as shown in Fig. 54. Caution: Do not apply pressure to the pump shaft or bearing seal as damage to these parts would result. Press bearing assembly into the pump body until seated, then reinstall the snap ring.



Installing Fan Hub  
Figure 55

- (3) Replace the fan hub by supporting the above assembly of the pump body and shaft at the impeller end of the shaft as shown in Fig. 55. Leaving the pump body free to float, press the fan hub onto the shaft to the dimension shown in Fig. 55 for the Series 40, and to the dimension shown in Fig. 56 for the Series 60, 80 and 90.

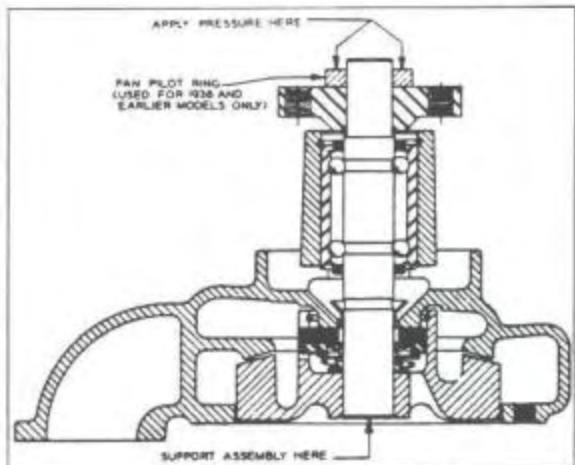


Installing Impeller and Seal Assembly  
Figure 56

When the pump is used for service on a 1936 and past models the fan pilot ring must be pressed over the end of the shaft, as shown in Fig. 57. This pilot is furnished with all service pump packages and should be disregarded when using the pump for service on 1937 and 1938 models. The cover plate must be removed from the pump assembly before pressing the fan pilot ring on the shaft.

Support the pump assembly at the impeller end of the pump shaft and press the ring on until it just contacts the fan hub -- do not disturb the fan hub setting as this would affect fan belt life.

- (4) Apply a small quantity of cup grease to the impeller end of the pump shaft. This will protect the rubber seal from becoming damaged when the impeller is pressed on the shaft. Also apply a small quantity of cup grease to the carbon disc and to the surface in the pump body against which it turns. This will assist the initial sealing of the pump and provide lubrication until the seal is run in.
- (5) Replace cover plate on rear of the pump body by using a new gasket shellacked in place.



Installing Fan Pilot Ring

Figure 57

Water pump bushings receive their lubrication from the oil reservoir cast into the pump body which should be filled with S.A.E. 10-W engine oil every 1000 miles.

Heavier lubricant than 10-W must not be used as it will interfere with normal oil feed through the porous pump bushings.

**CAUTION:** - When filling the pump reservoir care should be taken to make certain that the oil actually runs into and fills the reservoir. It is possible to have a bubble form in the oil fitting and air lock the chamber so as to prevent oil from entering.

An oil can with a small diameter spout, see Figure 6, which can reach down into the oil reservoir should be used. Continue to squirt oil into the reservoir thus forcing the air out until it is completely filled. Capacity is approximately three ounces for all Series.

A service oil can, No. B-182 (see Figure 8), especially adapted for this operation, may be purchased from Hinckley Myers Company, Jackson, Michigan.

WATER PUMP  
LUBRICATION -  
1938 ALL SERI



Figure 8

Our experience to date indicates that a large percentage of field trouble with water pumps is due to swelling of the packing rings, which causes the spring to bottom after which continued swelling causes excessive pressure on the shaft, resulting in burning of the packing.

In order to alleviate this burning condition, one of the Chevron packings, Part No. 1300796, has been omitted to allow more room for the packing to expand. Three packing rings are now used in place of the four rings previously used. This allows for  $1/8$  inch expansion instead of  $1/32$  inch formerly provided.

All pumps serviced in the future should have three packing rings installed, one on the fan side and two on the pump side as shown in Figure 33.

This change was effective in production beginning with Engine No. 4-3449425, Series 40, and Engine No. 3453892, Series 60, 80 and 90.

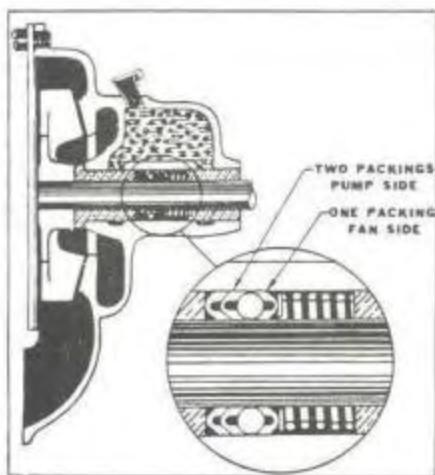


Figure 33

**WATER PUMP  
PACKING BURNING.  
1937-1938  
ALL SERIES**

## More on Police Buicks

United Motors Service is in position to supply special police type generators for all 1938 models as follows:

<u>Model</u>	<u>Package Number</u>	<u>List Price</u>	<u>Police Dept. Net Price</u>	<u>Dealer Net Price</u>
1938-40	1872620	\$50.00	\$36.50	\$31.00
1938-60-80-90	1872621	50.00	36.50	31.00

The above part numbers replace those given in 1938 Shop Manual on Page 12-14.

These special generators are suitable for use with the two-way, short-wave radio system.

Packages are complete, containing generator, special pulley, regulator and installation package.

**GENERATORS,  
SPECIAL POLICE  
TYPE - 1938  
ALL SERIES**

United Motors Service is able to supply a special heavy duty, 19-plate battery for use with the police special type generator as follows:

<u>Part No.</u>	<u>Description</u>	<u>List Price</u>	<u>Dealer Net Price</u>
19E	End to End Assy. 6 volts	\$19.95	\$13.50

Specifications of this special battery are as follows:

125 ampere hours at 20 hour rate  
150 amperes for 20 minutes  
5.3 minutes capacity - 300 amperes discharge at 0° F.  
4.55 volts on 5 second voltage test  
Guarantee - 24 units " service.

**BATTERIES FOR  
USE WITH POLICE  
GENERATORS -  
1938 ALL SERIES**

# QUESTIONS ANSWERED



... by *Dave Lewis*

Q; How do you easily paint the Black Letters on the Hub Caps and also the Black on the Slats in The Grills?

A; I use a very easy method on the Hub Caps. I use Black (Slick) Electrical tape in this area. Get a NEW Exacto Knife Blade First. Apply the Tape in the inset and simply cut away the excess, leaving the tape in the bottom of the letter. This, to me, looks much better in the letters than trying to wipe paint into them. With paint you also cover the 45 Degree angled sides of the letter and that makes the letter appear too large. I have done several over the last five years and have never had a piece of tape fall off. I guess the sun bakes the tape onto the Chrome as it sure holds well.

With Grills you can either tape off the chrome and spray the inset or you can use an Air Brush and wipe the excess off with Thinner. Either way works fine with the grills laying on the Bench, instead of in the Car. I use Semi-Gloss Black, #866 RGM Brand.

Q; How do you get White Spots off a Black Acrylic Paint job? They are coming up from below the paint and look like water spots.

A; Your problem is quite common with a Dark Colored car, especially a lacquer paint job. The White Marks you have are not coming up from the underside, but are stains on the surface. These stains are from water and their staying ability depends on the agents that is mixed with the water. Soap, Bird droppings, rain with a chemical in the air and various other things mixed with the water will cause these stains. A common cause is using a water (most of us have in our homes) that has a high Lime content. If you let this water dry quickly in the sun, you will get stains that seem impossible to remove. The condition is further aggravated if your finish does not have a good wax job to protect the finish. About 90% of these stains can be removed with a Rubbing Compound and a Buffer. Simple washing will not.. I caution you that if you are not trained in the use of a Buffer and Compounds, you will damage your paint, by rubbing thru to the primers. This is especially true on the new Factory paints that are Baked on and VERY THIN. Have a professional check your paint and proceed on their advice. This problem can be avoided by washing your car when the metal is Cool and in a shaded area. You should also keep your car Waxed and rinsed free of road dirt and film at all times. This type of staining is on just about all car finishes, but we only notice them on our cars because we're paying a lot closer attention to them than our everyday cars.

I am quite sure this is your problem, but if you feel this is not your problem, please write me and explain your condition in a little more detail.

Q; What are the differences between the Small Series Wheels and the Large Series?

A; Size is the only difference. Below are the different sizes offered in each series..

	37/40	37/60	37/80	37/90
Rim Dia. & Width;	16"X5.00"	15"X5.50"	16"X5.00"	16"X5.00"
Min. Thickness of Disc.	.135"-.145"	.140"-.150"	.150"-.160"	.150"-.160"
Tire Size;	6.50X16	7.00X15	7.00X16	7.50X16

THE ABOVE ALSO APPLIES TO 1938 BUICKS....

They are all Five Lug Wheels, but the Small and Large series use a different Bolt Pattern to attach them to the car. The 40/60 Series used what is called a Five Inch Bolt Circle and the Large Series used a Five and one half inch Bolt Circle. You can measure these by placing a ruler across two lug holes; skipping one between, measuring from center to center of the lug holes. Many cars and Pickups of today also use these same patterns, and will fit our Buicks. But of course would not have the same shapes and Hub Cap mountings we need. That's why to restore our cars properly, we need the exact rims the factory installed to have them correct.



## QUESTIONS



Q - Are there differences in size of sidemount covers and fenders between Special and Century models?

A - Yes; as indicated several issues back, Special and Century front fenders are different, both sidemount and plain fenders. The sidemount covers are different sizes to accommodate the different size wheels and tires. (See question above.) This is the case for each series, including the large cars as well. Except for a few parts that fit both 80 and 90 series cars, there is no interchangeability of sidemount hardware items among series, although most items will fit both '37 and '38. For example, the '37 40 series covers would fit a '38 40 series, but nothing else. For some reason, the 80 and 90 series did not have the "BUICK" emblem on the covers originally, but in many cases these were attached later.

---

Q; How does one polish and preserve Chrome Die Cast parts such as Door Handles and especially the Grills?

A; To my knowledge there is no way to preserve the Chrome finish on Die Cast Parts. The problem with die cast is Trapped Gasses inside the metal. When these gasses are released over time, they produce bubbles on the surface which blisters the chrome. There are different qualities of Die Cast and a lot of the low quality was used in early production Autos. They are very difficult, and expensive to have these holes repaired and replated. Even after having them repaired, you can have the same problem occur as the problem comes from inside the metal rather than on the surface.

A note to the Members regarding this problem.. Ricks Antique Auto has been Advertising NEW.. "Die Cast Chrome" Grills for 37/38 Buick for under \$200 a pair. The Ads say available after March 30, 1985. Has anyone purchased these?? If so, What are they like?? It takes about \$600.00, plus a nice set of Grills, to get a pair restored and chromed, to 100 point Quality. If these are indeed as good as they sound, were all in luck.

---

Q; What is the best way to clean and preserve the rubber on Runningboards ?

A; The very Best product I have found is "Armor-All". This product is available thru just about any Auto Parts Store. If your Boards are Grey and Dry, you will need to Soak the rubber for awhile to get good results. You might first, put Lacquer Thinner on a rag and Clean the rubber before applying the Armur-All. The Thinner will clean all the surface and soften it slightly. Do not Soak the rubber with Thinner as it could damage it.

---

Q; What the best way to Clean, polish & Wax the 37/38 Dashboard so that the Gloss will return?

A; Since I have never tried this, maybe some of the other members might write us about their experiences. I would think.. The only thing you might try, is to remove the parts from the car and clean them with soap and water. Then try a small piece, like the rear window garnish molding, with some clear Lacquer or a Clear Enamel. The Enamel would probably be your best bet. These of course will have to be sprayed on. The Lacquers might eat into the old surface and wrinkle it. I have found all the Cars I have had thru the Shop, had such wear on the finish, it was out of the question to even try and save the original finish. I am sure there are a lot of owners out there who own original cars that would be interested in a Safe way to return the Gloss to their Woodgrain. We'll see if we get any answers from the members and in the meantime I will try a few different tests and publish the results in a later issue.



## QUESTIONS



Q; How do you calibrate the Delco Chokes on our Buicks? I understand there was a tool for this; also, a choke could be calibrated by using another choke for the setting. Maybe the Club could undertake a project of making this tool. I have never seen one, so I don't know if this is possible or not.

A; Setting the Chokes on 37/38 Buicks can be a real challenge. They were difficult to set to say the least. That is why most were converted to manual chokes as most mechanics did not care to work on them. As to the tool, I feel the cost of such a tool would be more than you could recover in sales. Assuming a person has the skills to adjust an automatic choke on the later year cars, you can adjust these older units very easily. It is done by the "Touch System", in other words, you must have the knowledge as to what tension the Butterfly must have, to make the choke work properly. You must remove the Carb and Choke from the car. You can mount the assembly in a vise by the carb base, leaving the choke attached. With the unit in a cold state and the choke drive cable attached, you simply feel the resistance the Butterfly has. It should of course be in the closed position at this point. Backing up for just a minute. You first must make sure the choke you have is in top working condition before this adjustment can be made. First remove the side inspection cover on the choke and make sure one or both of the return springs on the two pistons are not broken (common on most) and that both pistons are free. After this is completed your ready for the adjustment.

On the bottom, after the outer heat tube is removed, you will see a coil spring with an allen head set screw. This is how you make the adjustment to the Butterfly on the top of the carb. Because of it's location, you will see any adjustment would be impossible on the car. The small adjustment on the side of the choke inspection cover only makes minor seasonal adjustments for Leaner or Richness as the temperatures change. The first setting must be performed as I have outlined above. Unless you have the basic skills needed to work on these units I would suggest you remove the unit from your car and have your local garage set it for you. Since this is not a 100% accurate means of adjustment, you might have to remove the unit from the car more than once to get it right. Of the several I have done, the major problem I have had was broken parts internally, rather than any adjustment problems. To my knowledge, there are no parts available for these units. You then must get into tearing several units apart to build one good one. I also advise anyone purchasing a used unit, to check inside for broken springs, before buying one.

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1937

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1927  
TO  
1953



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ITEMS BELOW APPLY TO BOTH 1937 AND 1938 UNLESS NOTED

MECHANICAL.....Master cylinders, \$75 exchange; Repair kits, \$8.50; Wheel cylinders, \$17.50; Repair kits, \$3.75; Brake Shoes, \$30.00/ 2 wheels, exchange; Brake Hoses, \$11 ea.; Stop Light Switches, \$4.95; Outer Front Wheel Bearings, \$13; Inner Front Wheel Bearings, \$19; Rear Wheel Bearings, \$25.50; Rear Axle Bearings, \$16; Rear Axle Oil Seals, inner and outer, \$6 each; Clutch Disc, \$40 exchange; Pressure Plate Assembly, \$55 exchange; Clutch Pilot Bearing, \$8.50; Engine Tune-Up Kit, (Contains, Points, Condenser, Distributor Cap, Rotor, Spark Plugs and Wire Set), \$42.50; 6 Volt Batteries, \$60; Battery Cable Ground Strap, \$6; Switch Cable, 1937-\$16, 1938-\$7.50; Starter Brush Repair Sets, \$4; Generator Brush Repair Sets, \$4; Full Engine Gasket Sets, \$40; Head Sets, \$30; Fan Belts, \$10; A.C. Gas Caps, \$6; Thermostats, \$6; Water Pumps, \$55 exchange; Radiator Caps, \$8; Radiator Hose, \$7.50 each; Fuel Pumps, \$55 exchange; Engine Paint, \$13 quart; Complete Engine Decal and Tag Set, \$25; Carter Carburetor Repair Kits, \$21.50; Choke Manifold Valve Return Spring, \$4.

RUBBER.....Door Weatherstripping, \$1.50 per ft.; Trunk Weatherstripping, \$28.50 each; Fender Welt, \$11/ 25 ft.; Gas Filler Grommet, \$7.50; Front Bumper Grommets, \$13.50 pair; Rear Bumper Grommets, 1937 - \$12.75, 1938 - \$16 pair; Tail Lamp Mounting Pads, 1937 - \$5.50 ea., 1938 - \$6.95 ea; Trunk Hinge Pads, \$9.85 set; Deck Handle Pad, \$6.50; Deck Emblem Pad, \$9.50; Front Parking Lamp Pads, \$7 ea.; Battery Cable covers, \$4 ea.; Brake, Clutch and Park Brake Pad, \$4.95 ea.; Cowl Vent Seal, \$9; Front Vent Window Weatherstrips, \$35/ pair; Windshield Division Post, \$20; Windshield gasket, \$42; Rear Glass Seal, \$42.50; Window Channel Kits, 2-door sedans & coupes, \$98, 2-door convertibles, \$45, 4-door sedans, \$110.

SUSPENSION.....King Pins, \$28/ set; Upper Pin kits, \$35; Lower Pin Kits, \$30; Lower Control Arm Shafts, \$45; Front Stabilizer Repair Kits, \$9.50/ pair; Tie Rod Ends, \$16.50; Rear Radius Rod Bushings, \$11/ set; Front Shocks, \$75 each exchange, Rears, 1937 - \$60 each exchange, 1938 - \$75 pair; Rear Shock Links, \$19/ pair.

TRIM.....1937 Steering Wheels, \$200 to \$225; Door Sill Plates, \$35/ pair; 1937 Grill Emblem, \$25; Grill Ornament, \$25; Front Parking Light Lenses, \$17.50; Exhaust Deflectors, \$13.50; Bumper Bolts, \$4.

PLASTICS.....Headlight, Throttle, Cigar, Wiper, Ash Tray, Window Crank Knobs, \$6 each; Radio, Heater Knobs, \$11/pair; Window Handle Rings, \$3.50 each; Door Lock Buttons, \$2; Gearshift Knobs, \$16; Glove Box Ring, \$7.50; 1937 Horn Plastic, \$19; 1938 Window Frame Trim, \$10; 1938 Maplight Covers, \$35.

LITERATURE.....1937 Shop Manual (full size), \$25, Owners Manual, \$7; 1938 Shop Manual, \$15; Owners Manual, \$7; Fisher Body Manual, \$15; 1928 thru 1946 inclusive Chassis & Body Parts Book, (2 volumes, 540 pages), \$50.

PLEASE INCLUDE 10% SHIPPING.

SEND FOR OUR HUGE ILLUSTRATED AND COMPUTERIZED CATALOG - \$2 (STATE THE YEAR OF YOUR CAR) SATISFACTION GUARANTEED. THANK YOU.....CARS



CECCHINE AUTO RESTORATION SERVICE  
AND SUPPLIES

GLENN D. CECCHINE  
14 MOUNTAIN AVE.  
SOMERVILLE, N.J. 08876  
(201) 685-0581



# PARTS FOR SALE



#	PART	ALL '37 40 & 60 SERIES UNLESS OTHERWISE NOTED.	PRICE
1	N.O.S. STEERING KNUCKLE RT+LEFT		\$40.00 EA.
2	N.O.S. INTERMEDIATE STEERING ARM		\$50.00
3	N.O.S. UPPER OUTER KNUCKLE SUPPORT PIN		\$35.00 EA.
4	N.O.S. LOWER OUTER KNUCKLE SUPPORT PIN		\$35.00 EA.
5	N.O.S. TIE RODS		\$30.00 EA.
6	N.O.S. LOWER INNER SHAFT KIT COMPLETE		\$50.00
7	N.O.S. LOWER INNER SHAFT KIT (1 BUSHING MISSING)		\$35.00
8	N.O.S. KING PIN SETS		\$40.00
9	N.O.S. INTERMEDIATE STEERING ARM BUSHING KIT		\$25.00
10	N.O.S. TIE ROD CLAMPS		\$3.00 EA.
11	N.O.S. LOWER REBOUND RUBBERS		\$35.00 PAIR
12	N.O.S. UPPER REBOUND RUBBERS		\$25.00 PAIR
13	N.O.S. CLUTCH+BRAKE AIR SEAL RUBBER		\$20.00 PAIR
14	N.O.S. WORMTHRUST BEARING (FOR STEERING BOX)		\$10.00 EA.
15	N.O.S. WORMTHRUST BEARING CUP (FOR STEERING BOX)		\$10.00 EA.
16	N.O.S. STEERING SHAFT UPPER BEARING		\$10.00
17	N.O.S. STEERING SHAFT FOR 40 SERIES CAR		\$125.00
18	USED FRONT BRAKE CABLE FOR 40+60 SERIES CAR		\$20.00
19	N.O.S. WIPER MOTOR		\$25.00
20	1 SET USED RODS FOR 40 SERIES CAR		\$40.00
21	N.O.S. FRONT BRAKE HOSES		\$10.00 EA.
22	N.O.S. REAR BRAKE HOSE		\$10.00
23	N.O.S. DUST COVERS FOR FRONT BRAKE DRUMS		\$10.00 EA.
24	EXCELLENT USED WIPER KNOB		\$25.00
25	EXCELLENT USED THROTTLE CABLE WITH KNOB		\$15.00
26	EXCELLENT USED HEADLIGHT SWITCH KNOB		\$15.00
27	STEERING COLUMN LOCK USED		\$25.00
28	N.O.S. FRONT SHOCK 40,60 SERIES		\$120.00 PAIR
29	N.O.S. RIGHT REAR SHOCK 40,60 SERIES		\$50.00
30	REBUILT FRONT SHOCKS		\$75.00 PAIR
31	HEATER+DEFROSTER FOR 38 BUICK		\$70.00

Here is my latest list of parts for sale. I will be in California from June 28 to July 11 on vacation.

## FOR SALE

All from 1937 40 ser. coupe.  
 Good used condition but need  
 cleaning and/or painting.  
 Rear shocks.....\$15 each  
 Rear springs.....\$15 each  
 Steering column, box, arm..\$25  
 Clutch & brake pedal assy.,  
 no pads.....\$20  
 Front brake backing plates,  
 shoes, springs, etc....\$15 each  
 Front brake drums, hubs,  
 bearings.....\$15 each  
 Dash gauges (oil, water,  
 amps, fuel).....\$20  
 Headlight switch,good knob.\$10

Dick Der Marderosian

125 Strasser Ave.

Westwood, MA 02090

617-326-4306 after 7pm est

SHIPPING EXTRA ON ALL PARTS.  
 ALSO HAVE MANY '55 BUICK PARTS; INQUIRE.

Greg Marshall (#148)  
 14161 Riverton Circle  
 Westminster, CA 92683

# PARTS FOR SALE

## PARTS FOR SALE:

37/38 Sunvisors, Used \$10 ea.  
38/41 Front Seat Ash Tray \$20  
38 W/S Wiper Trans., Nice \$20 ea.  
38 Park Lights Comp., Nice \$75 pr.  
38 Grills, Above Aver Crm., \$100 pr.  
38 Headlight, Complete \$150 pr.  
38 Headlight Guts Complete \$90 pr.  
38/41 Front Vent Assemblies \$25 ea.  
37/38 Steering Col Lock with Keys \$35  
37/38 Upper Outer Pins, NOS \$25 ea.  
37/38 Small Ser King Pin Set. \$40  
37 Comp. Steering Wheel & Horn Parts,  
Used, but Restorable & Comp. \$100  
38 Comp. Steering Wheel & Horn Parts,  
Restorable and Complete, \$100  
38 Tail Light Lens \$10 ea.  
37 NORS Glove Box Cardboard, \$25  
38 Jack Base only, \$10  
37/38 Overhaul Gasket Set, \$35  
37/38 Steering Wheel Cores, \$35 ea.  
37/40 Ser Air Cleaners, Restorable \$25  
38 Speedometer, Nice \$35  
37/38 NOS Front Shocks, PERFECT \$150 pr.  
37/38 Runningboard Cores, 40 Ser \$50 ea.  
37/38 40ser. Engine Splash Pans \$45 pr.  
38 Horn Button Assembly, \$35  
37/38 Horn Ring, NICE \$35  
37 41 and 47 Ser Trunk Light Assem.,  
complete with all Lens, \$35 ea.  
37/38 41 Ser Trunk Hindges, \$15 ea.  
37 Century Restored L/F Fender (Black),  
non-Sidemount \$150  
38 41 Hoods, Various Pieces & Cond.  
38 AAV-1 Stromberg & Choke \$100  
38 81 Ser 16" Rim, \$35  
38 41 Gas Tank, Nice \$75  
37 81 Gas Tank, No Rust, but some  
dents in bottom, \$75  
38 41 Doors and Parts as needed.

I have several parts cars and a large  
collection of good used and NOS parts.  
Please call or write your needs. Above  
is just a sample of the parts I have.

Dave Lewis  
3825 South Second Street  
Springfield, Ill 62703  
217-529-5290

# CARS FOR SALE



# PARTS WANTED

ED: Running Boards for 37/38 Century  
Paul B. Culp, Jr.  
RR#2, Box 411  
Perkasie, Penna. 18944  
(215) 249-3166

## PARTS WANTED:

37/81 Series..Need Trunk Hindges Badly...  
PLEASE HELP...

Dave Lewis  
3825 South Second Street  
Springfield, Ill 62703  
217-529-5290

# NEW MEMBERS

## WELCOME TO:

Keith Moser (#516)  
1104 Oakfield Court  
Roseville, CA 95678  
916/783-9998  
'37 41

Jim Thomas (#517)  
301 No. Annapolis Ave.  
Atlantic City, NJ 08401  
609/344-7510  
'38 41

O.E. Byerley (#518)  
1616 Landa St.  
Los Angeles, CA 90026  
'37 41

Paul Kerpeluk (#519)  
202 Chesapeake Ave.  
Annapolis, MD 21403  
301/268-6510  
'38 41

1937 Century 61. Sidemounts. Much  
mechanical work done. New tires.  
No rust. Nothing missing.  
\$6000/offer.

JIM BAHRENBURG (#029)  
4585 Irving St.  
Denver, CO 80211  
303/480-1112



# 1937-1938 BUICK CLUB

## Membership Application



ALL MEMBERSHIPS RUN FROM SEPT. 1, 1985

ALL MAILING FIRST CLASS.

DUES:

	U.S. & CANADA	OVERSEAS AIRMAIL
ONE YEAR	\$28.50	\$ 50.00
TWO YEARS	52.50	90.00
THREE YEARS	80.00	135.00

ALL PAYMENTS MUST BE IN U.S. FUNDS.

NAME \_\_\_\_\_

YEAR BUICK(S) \_\_\_\_\_

STREET \_\_\_\_\_

EXACT MODEL(S) \_\_\_\_\_

CITY \_\_\_\_\_

CONDITION  
[one (poor) to ten (mint)]

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_

OFFICE PHONE \_\_\_\_\_

NEW \_\_\_\_\_ RENEWAL \_\_\_\_\_

CLUB # \_\_\_\_\_

CHECK ONE:

ONE YEAR \_\_\_\_\_  
TWO YEARS \_\_\_\_\_  
THREE YEARS \_\_\_\_\_

MAKE CHECKS PAYABLE TO "1937-1938 BUICK CLUB"

LIST BELOW ANY SERVICES YOU CAN PERFORM FOR THE CLUB.



842 Mission Hills Lane, Worthington, Ohio 43085

# 1937-1938 BUICK CLUB



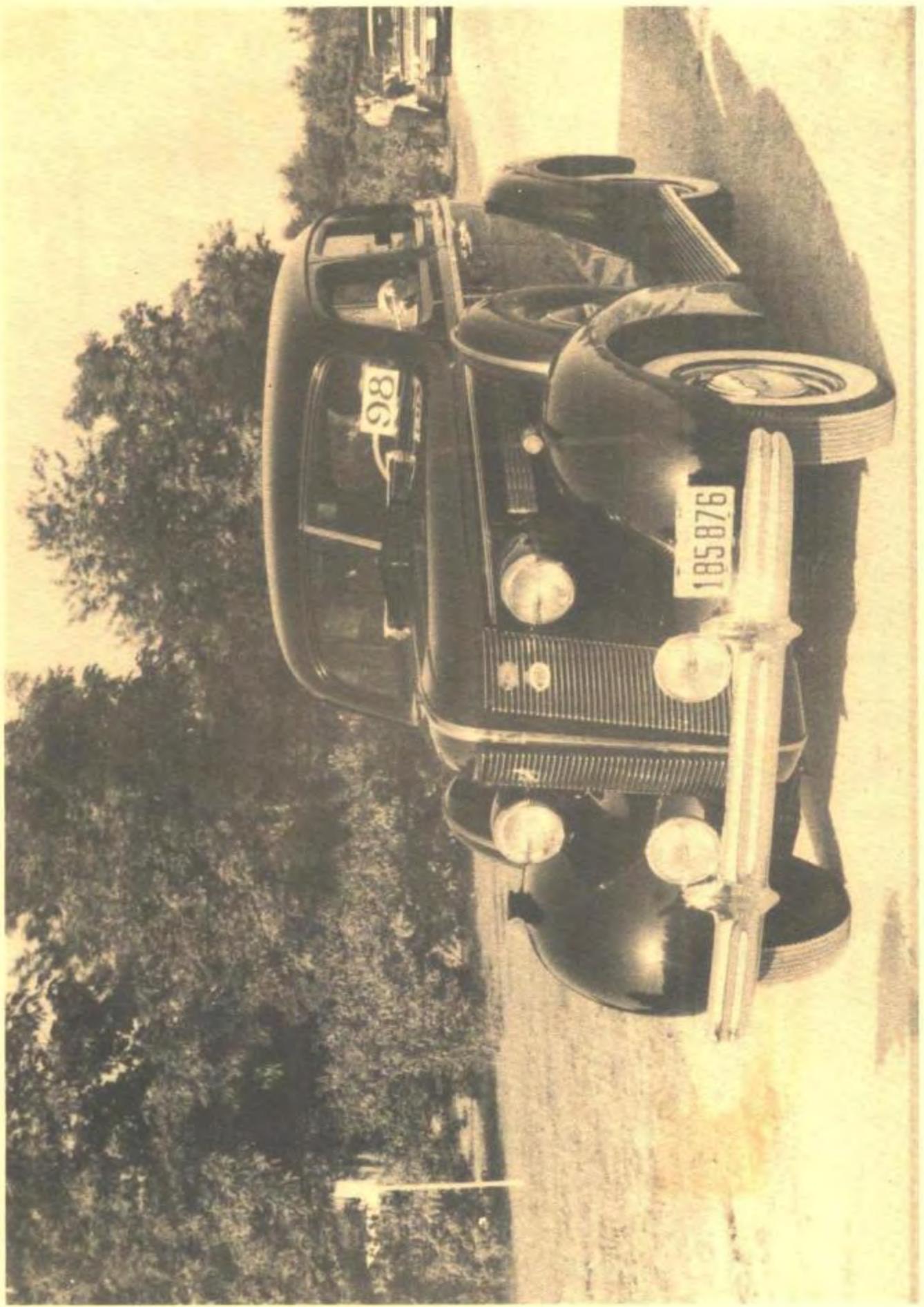
**STILL RUNNING STRONG!**



## *Decal Sale!*

\$1.00 each postpaid;  
3 for \$2; 6 for \$4;  
8 for \$5; 10 for \$6.

I have recovered my investment; all proceeds now go to Club.  
Order from Editor.



Dave Lewin's 11